

CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO. 25X1

DATE DISTR. 20 Jul 1954

COUNTRY USSR

SUBJECT Proposed Construction of Baranovskiy-Kraskino Rail- NO. OF PAGES 3
road

PLACE
ACQUIRED

NO. OF ENCLS.1
(LISTED BELOW)

DATE
ACQUIRED

SUPPLEMENT TO REPORT	
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DATE OF INFO

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THIS IS UNEVALUATED INFORMATION

2. In 1938 after a Soviet-Japanese battle near the sea of Hassan and the Zaozernij /sig/ mountains, it was decided to build a new railroad line in this area since there were no roads. The heavy July rains washed away everything. The terrain was flat and very swampy.
3. Technicians were sent to this area and performed detailed surveys for road-bed locations as well as supply depot locations. Their findings were delivered to the Kiev Transportation Project /Soyztransproekt/ and also to the Moscow Transportation Project /Mosproekt/. The responsibility to construct this railroad line and bridges from Baranovskiy-Kraskino was given to /Fnu/ Gulagy, who was Chief Minister of Slave Labor Camps in this area under NKVD supervision.
4. When the Kiev expedition arrived at Voroshilov, Gulagy had already assembled about six hundred thousand laborers in the district of Baranovskiy and Amba/Amba /sig/ River.
5. [redacted] preliminary surveys of this area and with six members of the expedition drove from Voroshilov by motor car working our way to Kraskino. [redacted] after the 1938 battle all the people who were Korean ethnic origin, had been moved to Yakitii or to Middle Asia. Many of the Korean homes /Franzi/ stood empty. In some areas, members of the expedition lived in these homes temporarily and it was necessary to have continuous heat in these buildings, as the Far East frosts are very sharp and temperatures reach minus 30 - 40° C.
6. Two considerations were of prime importance. One was the necessity of having evenly distributed water supply points along the railroad line. [redacted] The other was that the freight car series / weighing one thousand tons was to be used on this line.

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7. Freight trains going from Voroshilov to Kraskino were to use two engines as there was to be a 9% ruling grade as well as a 17.2% ruling grade when going through the mountain pass.
8. This pass was a 32 meter cut through the ridge between Sookhanovka [sic] and Riasonovka [sic] and was one of the narrowest places in the line. The other narrow place was the bridge across the Mangugay River.
9. This line would have a great strategic value as this was the only railroad line and means of transportation both freight and passenger to supply the military garrison at Kraskino - Barabashi/Barabash, a military colony which was located seven to eight kilometers west of the railroad line, in the valley of the Mangugay [sic] River and Ambi.

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ENCLOSURE(A): Rough sketch of proposed Baranovskiy-Kraskino Railroad Line.

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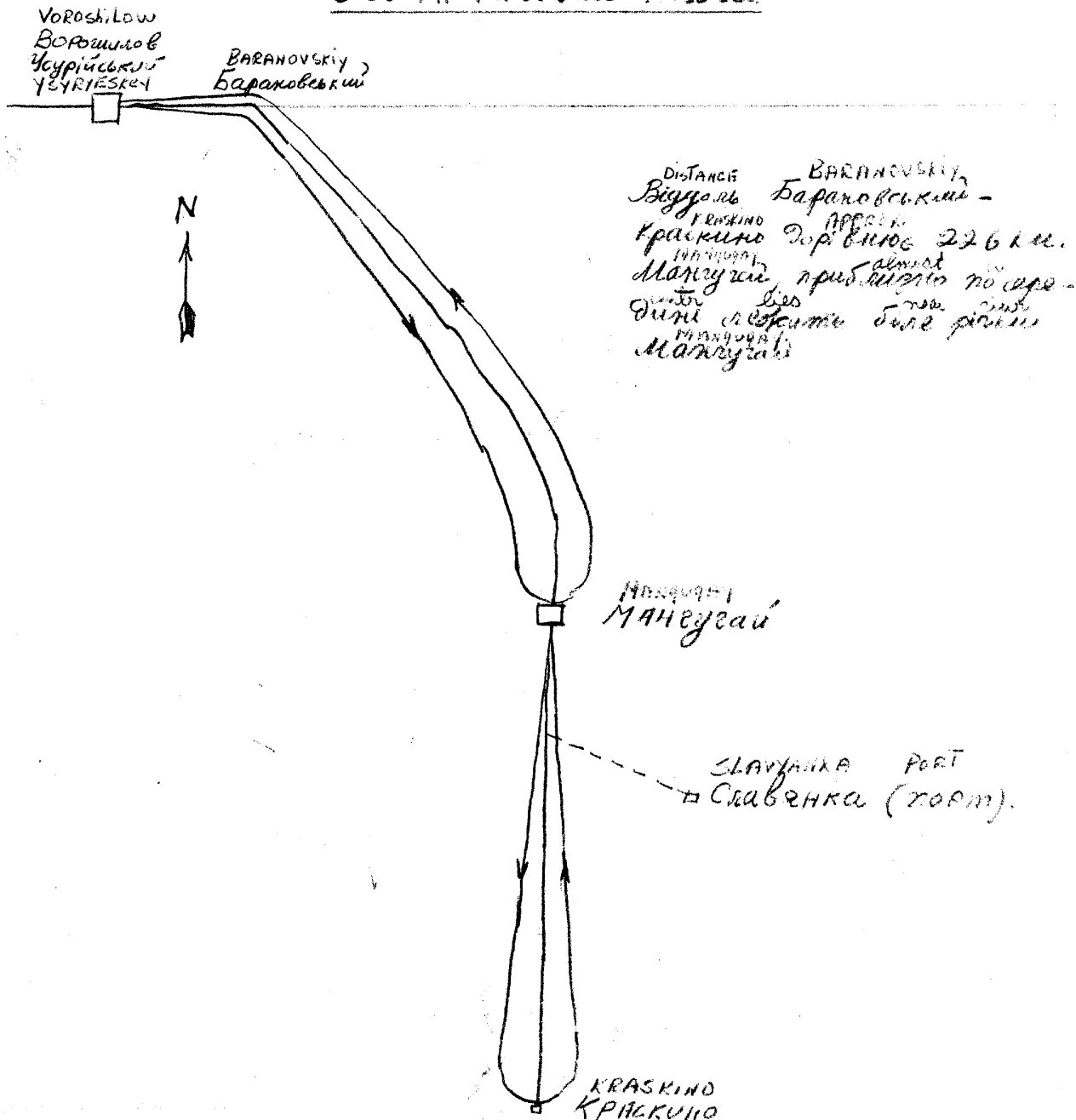
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ENCLOSURE "A":

DIAGRAM Road 10000
СХЕМА Трассы Дорог



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